IN THE SPECIFICATION

BRIEF DESCRIPTION OF THE DRAWINGS

Please delete the entire section of the Brief Description of the Drawings, and substitute the following new section:

Figure 1 is a drawing to basically give location to all the innovative devices on standard internal combustion equipment with a high emphasis on the automotive fields.

Figure 2A is an electrical description for the first prototype of the standard pager activated remote control system. Control Hardware And Telecommunications (CHAT) box system.

Figure 2B shows the one-way and two-way PFN prototype categories.

Figure 2C is a general drawing showing the double wall construction of this technology.

Figure 2D is an illustration showing the remote monitoring and management of data functions.

Figure 3 is an exemplary list of the software control commands for the standard pager remote.

Figure 4 displays a typical motor revising relay circuit that is used in the prototypes to change motor polarity and direction.

Figure 5A-F illustrate, in detail, all the C.O.T.S. parts and their components, as well as the variation and augmentation that the invention does to the seat parts to utilize this mechanism to tension the brake system.

Figure 6A-B are drawings of the pedal stop accelerator device mounted and concealed under the carpet.

Figure 7A-F are drawings that show the prototypes used to interrupt cable.

Figures 8A-C show accelerator cable release systems.

Figure 9A displays a standard GM throttle assembly for fuel injection with a electromagnetic clutch disk system.

Figure 9B shows an air mixture solenoid in another isometric drawing that is controlled electrically by the invention during some slow down modalities.

Figure 9C is an isometric of the throttle assembly having a servo motor attached to its through shaft.

Figure 10A shows other modalities to release the cam from the through shaft to throttle down a power plant electro-mechanically and allow it to free wheel leaving the butterfly valve in the idle.

Figure 10B shows the latest throttle position sensor and this is one sensor that is interrupted by the unique trickster circuits to deceive the power train control module PCM if need be in certain circumstances.

Figures 11A-B show three locations for an additional butterfly valve or gate to control air flow into the engine.

Figures 12A-B deal with the latest standard power brakes on Chevrolet and Oldsmobile products.

Figures 13A-B show how the modulator valve looks, its motor pack, its drive system, and the standard physical hook up to the master cylinder above.

Figure 14A shows cross section another front wheel control with the piston all the way in the up position.

Figure 14C shows a dual assembly that controls both the rear brakes together.

Figure 14D shows a front wheel speed sensor.

Figure 14E shows a rear wheel speed sensor.

Figure 14F shows management of PFNs for other vehicles and machinery diesels.

Figures 15A-B deal with the fuel system and most especially in these drawings the standard fuel injection systems.

Figure 16A shows an injector rails for one type of system.

Figure 16B shows an injector in a cross section view.

Figure 16C shows a regulator that has been innovated to make it a dump valve as well to starve fuel from the power plant.

Figures 17A-B show the standard transmission switch with a cable link up for park function and the electrical connection for the switch.

Figures 18A-F show the standard rack and pinion GM steering with the innovate changes to automate the racks gear box by motorizing its rotation which is done through automated controls.

Figures 19A-D are more of the rack innovation and description.

Figures 20A-E show how the motorized system can be attached anywhere alone the steer shaft linkage and the many possible column mounts.

Figure 21 is an exploded view of the steering column out of a GM car to show the drive pulley on the steer shaft linkage and the column mount for the first prototypes.

Figure 22A-C detail the three major components to controlling engine timing for the spark and fuel in the GM cars.

Figures 23A-B show the cam shaft sensor location, and a crankshaft sensor.

Figures 24A-B and 25 illustrate trickster circuits

Figure 25 illustrates a circuit used to activate the automated brake systems when the doors are opened.

Figure 26 illustrates a device for motorist who run out of fuel.

Figures 27-28 is a drawing of how the helping hand tow and train coupler will be placed on vehicles.

Figure 28 is a drawing of the hydraulic circuit that will run the helping hand pistons.

Figure 29 is a drawing of the electronic security seal.

Figure 30 is a drawing of the security sealed area for the PFN.

Figures 30A-C is a drawing of the electronic security sealed containment.

Figures 30D-G is a drawing of the cross section round or square rod for door seam security.